

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
AIR QUALITY TECHNICAL ADVISORY COMMITTEE MEETING

Thursday, September 9, 1999
MAG Office
Phoenix, Arizona

MEMBERS PRESENT

Larry Person for Dick Bowers, City of Scottsdale,
Chairman
*Bill Bates, City of Avondale
Jim Weiss for Patrice Kraus, City of Chandler
Danielle Typinski, Town of Gilbert
Doug Kukino, City of Glendale
Collum Hunter for Christine Zielonka, City of Mesa
Gaye Knight, City of Phoenix
Mike Short for Mary O'Conner, City of Tempe
Walter Bouchard, Citizen Representative
Arve Dahl, Citizen Representative
David Feuerherd, Arizona Lung Association
*Bobbi Sparrow for W. Knox Ramsey, Jr., Arizona
Automobile Dealers Association
Greg Witherspoon, Salt River Project
Brian O'Donnell, Southwest Gas Corporation
Jim Mikola for Scott Davis, Arizona Public Service
Company
Gina Grey, Western States Petroleum Association
Bryan Jungwirth, Regional Public Transportation
Authority
Dave Berry, Arizona Motor Transport Association
* Jeannette Fish for Michael Kidd, Maricopa County
Farm Bureau
*Samuel Aubrey, Arizona Rock Products
Association

*David Martin, Associated General Contractors
*Connie Wilhelm-Garcia, Homebuilders
Association of Central Arizona
H. Maynard Blumer, American Institute of
Architects- Central Arizona
Peter Allard, Valley Forward
*Ian Calkins, Phoenix Chamber of Commerce
*Monica Pastor, University of Arizona - Cooperative
Extension
*Tom Russell, Arizona Nursery Association
Pat Cupell for Stephanie Bondeson, Arizona
Department of Transportation
Peter Hyde for Randy Sedlacek, Arizona
Department of Environmental Quality
Jo Crumbaker, Maricopa County
Environmental Services Department
Mark Ellery for Dennis Ehrhart, Arizona
Department of Weights and Measures
Dennis Mittelstedt, Federal Highway Administration
Judi Nelson, Arizona State University
*James Klinker, Arizona Farm
Bureau
B. Bobby Ramirez, Salt River Pima-Maricopa
Indian Community
David Rueckert, Citizen Representative

*Those members were neither present nor represented by proxy.

OTHERS PRESENT

Allan Kosecki, Maricopa Association of
Governments
Cathy Arthur, Maricopa Association of
Governments
Cari Anderson, Maricopa Association of
Governments
Judy Wood, Arizona State Land Department
Dan Shein, House of Representatives Staff
Paul Ward, Maricopa Association of
Governments

Larry D. Person, Scottsdale
Sandra Gilbert, Arizona Department of
Transportation
Suzie Stevens, Western States Petroleum
Association
Kelly McMullen, Maricopa County DOT
Chris King, Phoenix Brick Yard
Bill Buck, Auto Hobbyist
Lindy Bauer, Maricopa Association of Governments

Call to Order

1. A meeting of the MAG Air Quality Technical Advisory Committee was conducted on Thursday, September 9, 1999. Pat Cupell, Arizona Department of Transportation, Acting Chairman, called the meeting to order at 1:30 p.m.

2. Approval of the June 3, 1999 Meeting Minutes

The Committee reviewed the minutes from the June 3, 1999 meeting. Maynard Blumer, American Institute of Architects, moved, Jim Weiss, City of Chandler, seconded, and it was unanimously carried to approve the minutes from the June 3, 1999 meeting.

3. Role of the MAG Air Quality Technical Advisory Committee

Lindy Bauer, MAG, provided a summary of the role of the committee and the MAG regional air quality planning process. Highlights of the past activities of the committee from 1995 through 1999 were also reviewed. In addition, the major 1999 - 2000 planning activities for the committee were summarized.

4. Carbon Monoxide Maintenance Plan

Cari Anderson, MAG, provided a summary of the redesignation request guidance for carbon monoxide. The required items for the maintenance plan were reviewed, as well as the overall approach for the maintenance demonstration. The presentation concluded with a tentative schedule for submittal of the maintenance plan assuming that Maricopa County is able to accelerate the 1999 Periodic Emissions Inventory and that no additional measures are necessary to maintain the standard.

Brian O'Donnell, Southwest Gas Corporation, asked why it was necessary to use the 1999 inventory for the maintenance plan. Since we have not had any violations in the last few years, why not use the 1996 inventory? Ms. Anderson responded that EPA requires the periodic inventory closest to the attainment date be submitted as part of the maintenance plan. The attainment date for the Maricopa County area is 2000; therefore, the 1999 periodic inventory is the closest to that date. In addition, Ms. Bauer indicated that the Clean Air Act requires the most recent, accurate emissions inventory be submitted with air quality plans.

Greg Witherspoon, Salt River Project, asked if by modeling 2015, we were implying that the area would not be redesignated until 2005. Ms. Anderson indicated that the Clean Air Act requires a maintenance demonstration for "at least" ten years beyond the redesignation date. In addition, EPA recommends that agencies assume 18 months to process the redesignation request. For example, if all items associated with the redesignation request are submitted in 2001 and it takes 18 months to process the request (i.e., 2003) and ten years maintenance are required, that would equal 2013. However, EPA has indicated that if there is a delay anywhere in the process that would require 2014 be modeled, for example, and the submitted maintenance plan analyzed 2013, it would not be approvable and demonstration would need to be reanalyzed and resubmitted. As a result, 2015 has been selected to assure compliance with the requirements.

Gaye Knight, City of Phoenix, asked if the general feeling was that we would be able to maintain the CO standard. Cari Anderson, MAG, responded that the area has had two years of “clean” monitoring data. In addition, the commitments in the Serious Area Plan include the National Low Emitting Vehicle Program and by the year 2015, the oldest vehicle in the fleet assumed in the modeling is 1996 model year.

Ms. Knight then asked what will happen if we have a violation of the CO standard in 2000. Ms. Anderson, responded that the monitoring data would be quality assured and the possibility of an exceptional event would be explored. If the violation was confirmed, the contingency plan contained in the Serious Area Plan would be implemented and the annual VMT forecasting assumed in the attainment demonstration would be reviewed.

Dave Berry, Arizona Motor Transport Association, asked if the use of MTBE or ethanol has an impact on CO. Ms. Anderson indicated that the current winter-time fuel requirements mandate the use of ethanol due to the oxygen content required. It is not possible to meet the winter-time requirements using MTBE as an additive. In addition, ADEQ is evaluating the use of MTBE in summer-time reformulated fuel and the situation in California.

Dennis Ehrhart, Arizona Department of Weights and Measures, indicated that legislation mandating ethanol was in progress.

5. Draft 1999 Vehicle Miles of Travel Forecasting and Tracking Report

Cathy Arthur, MAG, provided an overview of the results of the report. Ms. Arthur stated that the results were within the EPA recommended range of values. It was noted that ADOT is anticipated to update the HPMS data used in the report and the revised data should result in better agreement with VMT estimates in the Serious Area CO Plan. MAG may consider updating the report to include the updated information at some time in the future.

Bryan Jungwirth, Regional Public Transportation Authority, inquired about the ADOT loop detectors and the ability to pull data for a particular day. Ms. Arthur responded that MAG has been working with ADOT for several years to improve the quality of the freeway count data. Some of the loop detectors have not been operating for some time. She indicated that count data is available from the Freeway Management System and the amount of data available from other freeway counters is improving.

David Rueckert, Citizen Representative, requested clarification on the daily traffic counts. Ms. Arthur responded that count data varies dramatically based on the day of the week and month of the year. Adjustment factors are applied to the raw counts to estimate average daily traffic volumes on a typical Tuesday through Thursday. These are compared with MAG travel demand model estimates of traffic volumes. MAG plans to conduct a home interview travel survey in 2000 which will be used to update the MAG travel demand models.

Mr. Berry discussed his experience with working with the data collection process; truck survey efforts; and new trends in Internet purchasing. Ms. Arthur responded that trucks are an important

component of traffic counts. MAG has recently re-calibrated its travel demand models to better account for truck traffic based on new vehicle classification counts. Axle correction factors are one of the sources of variation in traffic counts. MAG's Year 2000 home interview travel survey will try to capture information about telecommuting and work-at-home behavior. Mr. Berry pointed out that telecommuters who live outside the Valley would not be included in the home interview survey.

6. Ozone Maintenance Plan

Ms. Anderson reviewed the redesignation request process for ozone. A summary of the ADEQ limited Serious Area Ozone Plan and schedule was provided. In addition, the required items for the maintenance plan and maintenance demonstration approach were reviewed. The presentation concluded with a tentative schedule for submittal of the maintenance plan assuming that Maricopa County is able to accelerate the 1999 Periodic Emissions Inventory and that no additional measures are necessary to maintain the standard.

Jo Crumbaker, Maricopa County Environmental Services Department, indicated that it must be shown that an area does not need NSR in order to remain under the PSD requirements.

Mr. Berry asked what PSD was. Ms. Crumbaker responded that the acronym stood for Prevention of Significant Deterioration.

7. Brown Cloud Project

Ms. Anderson reviewed the current status of the Brown Cloud Project. The items previously reviewed by the committee are being combined with new CMB analysis conducted on Maricopa County and ADEQ filters. The information is being used by the consultant to recommend six measures to effectively reduce the brown cloud. It is anticipated that a presentation on the Draft Final Report will be provided at the next committee meeting.

Mr. Berry asked if the AQTAC had seen the filter analysis data. Ms. Anderson responded that the filter analysis was a new element that was added to the project during the preparation of the Serious Area PM-10 Plan and that the results would be contained in the Draft Final Report.

Mr. Berry asked if dust factored into the brown cloud. Ms. Anderson indicated that fugitive dust does contribute to the brown cloud. However, it is not efficient at scattering and absorbing light. As a result, it is not considered a significant factor or contributor to the brown cloud.

Mr. Berry asked if the data from the Denver study were considered. Ms. Anderson indicated that the profiles from the North Front Range Air Quality Study were used in the CMB analysis for the study.

Mr. Berry asked about the status of the roadside diesel testing program. Peter Hyde, Arizona Department of Environmental Quality, responded that he was not sure about the status of the program.

Gina Grey, Western States Petroleum Association, asked about the six recommended control measures and if the AQTAC will be making a recommendation on the brown cloud report. Ms. Bauer responded that it is anticipated that the Committee will be making a recommendation on the report.

Mr. Berry asked if the ADEQ was also doing a brown cloud study. Peter Hyde, Arizona Department of Environmental Quality, responded that the ADEQ was looking at long term trends and would like to do a study next year.

Mr. Berry requested a minimum 30-day review period for the Draft Report. Ms. Bauer indicated that MAG could also hold a workshop on the report.

8. Requests for Projects for MAG Federal and Regional Funds for Inclusion in the FY 2001-2005 Transportation Improvement Program

Paul Ward, MAG, reported that MAG receives approximately \$60 million each year, split roughly 50/50 between two main types of federal funds, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ). He explained that STP are very flexible and may be used for most types of transportation improvements and that CMAQ is predominantly restricted to projects that benefit air quality. Mr. Ward reported that existing MAG policy is to commit \$34.1 million to completion of the Regional (RARF funded) Freeway System and that this policy effectively means that only CMAQ are available for non freeway purposes. He indicated that federal guidance regarding the CMAQ program lists a variety of projects as eligible, including transit, traffic signal coordination, traffic flow improvement projects, paving dirt roads and bicycle and pedestrian projects, but that adding through lane capacity to streets was specified as NOT eligible.

Mr. Ward, then provided a brief overview of the existing process for submission, data entry, rating, recommending and selecting projects for MAG federal funding. He indicated that September 24 was the deadline for submitting projects for federal funding and stated that review of the submitted projects was expected by MAG modal committees during October, recommendation of projects for funding by the Transportation Review Committee and Management Committee in November and final approval by the Regional Council in December.

Arve Dahl, Citizen Representative, commented on the amount of truck traffic passing through Phoenix which originates in California and Mexico.

Mr. Berry commented about the trucking industry's efforts to reroute truck traffic around Phoenix.

Mr. Blumer indicated that he thought that the Air Quality Technical Advisory Committee should review all of the projects applying for CMAQ funds.

9. Call to The Public

An opportunity was provided to members of the public to address the Air Quality Technical Advisory Committee.

Bill Buck, Auto Hobbyist, commented that he is concerned about the effect of the brown cloud study on auto hobbyists. He also commented that the voluntary retrofit program has resulted in a projected 60 ton reduction in pollution at a cost of \$900 per ton.

9. Next Committee Meeting

The next meeting of the Air Quality Technical Advisory Committee is tentatively scheduled for October 7, 1999.

With no further business, the meeting was adjourned.